

GALT TRAFFIC



The monthly Newsletter of EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098. (JJHILL@COMPUSERVE.COM)

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NOVEMBER 1999

YOUNG EAGLES

We had our last regular Young Eagles Day Saturday, Oct. 9 and it was one of the season's best with 40 Young Eagles flown. Until we resume monthly "Young Eagle Second Saturdays" in the Spring, remember that we can fly Young Eagles at any time -- all that's needed is an interested 8 to 17 year old girl or boy, a plane, a pilot and a signed EAA Young Eagle parental consent form available from any Chapter member or the Galt Airport Office. The Pilot must be an EAA member but does not have to be a Chapter member. If you need a plane/pilot or if you'd like to make arrangements for a group, no problem -- Call the Young Eagles Coordinator, **Jack Hartery, 815/243-5767, or: skyking523@yahoo.com**

MINUTES OF THE OCT. 16 MEMBERSHIP MEETING

(Starting this month, the membership meeting and board of directors meeting minutes will be published in this newsletter to provide wider dissemination.)

Thirteen members and two guests attended. The attendance roster is on file with the secretary. A quorum was not present. The 'bomb drop' was cancelled as we have been advised by EAA that these are "no-nos". There was discussion on this but there is no question that we cannot use this activity in an EAA Chapter event.

There also was discussion regarding the up-coming election of officers and directors in the spring. (You'll be hearing more about this.) Our by-laws call for an election of officers and directors at the May membership meeting in even years. Please be thinking about it. Our president, John Wise, has advised us that he will be working out of town again next year and he may not accept a nomination. This is sobering news as John is the glue that held this chapter together almost single-handedly through it's leanest years. It is critical to the chapters future that we elect an effective slate of officers and a board of

directors that will work together and "share the load". It is unrealistic to expect one or two people to do it all. With many willing hands, the load is light. The board will appoint a nominating committee in January. If you'd like to serve or communicate your ideas, contact a chapter officer or board member.

Your officers will also be recommending some changes to update our by-laws. This hasn't been done since the originals were adopted in 1989. One big problem has been in getting a quorum (50% of the membership) to conduct business. This should be lowered as we typically have about 1/3 of the voting members attending monthly meetings

Another topic of discussion was the future of the "Cubby" project. It was noted that this is not a Chapter project but that of a group within the chapter. That group determined to meet among themselves later to continue discussion on the matter.

Most in attendance returned at 4 PM for the 'chili dump' and hay ride. Everyone had a good time and we decided to try a 'pasta pot luck' Italian night sometime this winter, probably in January -- more to come on that.

Respectfully submitted, Jeff Hill, Secretary

EAA and AOPA COME THROUGH AGAIN!

There have been "gray areas" in the FARs with respect to private pilots conducting "charitable" and/or "sight-seeing flights of a local nature"

The issues were whether those pilots were subject to random drug and alcohol testing and whether they were being "compensated" by raising money for a charity and also, whether receiving free or discounted fuel constituted compensation.

Well, rest easy. Both EAA and AOPA now have it in writing: Pilots flying sight seeing flights of a local nature for a charity, or free introductory flights (such as Young Eagle flights) are not required to enroll in a drug and alcohol testing program and raising money for a charity is not considered "compensation", however FAA does consider accepting free fuel as compensation so be guided accordingly.

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NOVEMBER FLY-IN CALENDAR

Call ahead for Details

Oct 31 *Daylight Savings Time Ends*

Nov 20 Chapter 932 Meeting at Galt, 10 AM

Nov 25 Thanksgiving Day

.....**And looking ahead.....**
(EAA 932 Meets on 3rd Saturdays, 10 AM at Galt)

Dec 18 *Chapter Meeting 10am Christmas Dinner 7pm*

Dec 24-25 *Christmas Eve Day*

Dec 31 *New Year's Eve*

Apr 9-15 *Sun 'n Fun EAA Fly-In, Lakeland, FL.*

Jun 3 *AOPA Fly-In Fredrick, MD.*

Jul 24-25 *U.S. Air & Trade Show Dayton, OH.*

Jul 24-30 *Farnborough Int'l Expo Farnborough, UK.*

Jul 26-Aug 1 *EAA Airventure 2000 Oshkosh, WI.*

Sep 14-17 *Reno Air Races Reno, NV.*

Oct 20-22 *AOPA Expo 2000 Long Beach, CA.*

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MORE ABOUT PROJECT INSURANCE

By Jeff Hill

The January 1999 issue of *Galt Traffic* contained an article about making sure that your aircraft construction or restoration project is insured. Homeowner and/or hangar insurance policies almost never include aircraft (or an airplane project) contained therein.

I'm glad I took my own advice. In January I bought a policy from Avemco on my Aeronca L-3 restoration project at Brodhead, WI. It was for \$32,000. It cost a little over \$300 a year, or about 1% of the estimated value. In July, finally ready to fly the L-3, I called Avemco to add in-flight coverage and raise the hull coverage to \$40,000. The Aeronca flew for the first time in nearly ten years in the early afternoon of July 13. On July 20, one week later, almost to the hour, a violent thunderstorm blew in the hangar door and lifted the roof off the hangar in which it was stored. Three airplanes were in the hangar. An Aeronca 7AC was destroyed. AIG paid it's owner the full \$15,000 for which it was insured within a week. Avemco paid me \$26,500 for the estimated damage to my L-3 within three weeks. The third airplane was a pre-war Aeronca 65-TL in which I own a half interest. It had no hull insurance so my partner and I collected Zip. The building insurance wouldn't pay anything on it. Fortunately it was the least damaged of the three, but although the structural damage was not extensive, it will have to be recovered. For that alone, nowadays, figure around \$4,000 in materials and 300 to 400 hours of labor!

It's no fun to suffer a loss, but that insurance check sure takes a lot of the sting out of it!

AMATEUR-BUILT AIRCRAFT AND LIABILITY

"The most frequent questions EAA lawyers receive from members are about (the) buying and selling of amateur-built aircraft. The most common is "How do I keep from getting sued?"

So begins the first in a series of six articles which appears in the Nov. issue of *Sport Aviation* (p.116). This is good information for people involved in building, owning and/or flying "experimental" aircraft who also are concerned about protecting their estates.

The first article stresses that although the risk of being sued is small, the potential harm can be large and it is worth the trouble to take all reasonable precautions to protect yourself. "...tort liability suits against homebuilders are much like the chances of an asteroid hitting the Earth." "The possibility of it happening is remote, but it's really bad news if it does happen."

THOUGHT FOR THE MONTH

Can't afford to join? You can't afford not to.

AOPA and EAA help keep the cost of flying down by fighting user fees, unnecessary regulation and costly ADs. You may think flying is expensive, but try it any place else in the world and be prepared for a shock -- in Europe, around \$150/hr. for dual in a Cessna 150! (When you get over that, notice how restricted you are in where, when and how you can go.) That's why students from Europe and Asia flock to this country to get their pilot training. The cost in their home countries is prohibitive.

The price of an hour of flying in Europe would buy you membership in both AOPA and EAA with enough left over for drinks and dinner for two in a pretty good restaurant.

Consider membership in AOPA and EAA not as an expense but an investment -- with long track records of providing good returns.

Join now: AOPA: 1-800-USA-AOPA

Join now: EAA: 1-800 JOIN EAA

Join now: EAA Chapter 932: 815-338-3551

BE A SANTA!

EAA is offering introductory gift memberships for only \$12. Is their a family member, friend or business associate you would like to see join us? For details and to, sign 'em up, call **1-800-JOIN EAA** (564-6322) or visit the web site, **www.eaa.org**

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